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# PLANNING RATIONALE REPORT

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**Address**

Elm Road & Ninth Line  
Town of Whitchurch-Stouffville

**Client**

Madori Limited

**Project No.** 25304

**Date** July.15.2025

**Biglieri**

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# 1. INTRODUCTION



The Biglieri Group Ltd. has been retained by Madori Limited to prepare a Planning Rational Report in support of the proposed residential development for the land on the north-west corner of Ninth Line and Elm Road in the Town of Whitchurch-Stouffville (“Site” or “Subject Site”).

In May 2023, under the current owner, a Site Plan Application was submitted for the Subject Site, contemplating the development of 18 townhouse units and a public laneway. Following the submission, discussions with staff and the landowner took place regarding the appropriateness of a Minor Variance application to address zoning deficiencies, as compared to a Zoning By-law Amendment. In June 2023 the Site Plan application was deemed complete by the municipality and comments on the first submission were provided in August 2023.

Discussions regarding the concept plan and the proposed public laneway continued between the Town and the landowner in 2024. In particular, discussion took place regarding the future division of the townhouse units into freehold units, given the fact that the Subject Site is not located within a registered Plan of Subdivision. According to the Planning Act, in order to create freehold townhouse units, a Draft Plan of Subdivision is required to create blocks and Part Lot Control will then be lifted to create the individual lots in the future.

Discussions continued into 2025, and it was determined that the nature of the applications required to facilitate the proposed development are Zoning By-law Amendment to address matters of zoning deficiencies, and a Draft Plan of Subdivision for the purposes of creating blocks that would later be divided through lifting of Part Lot Control; creation of a public laneway; and other lands to be conveyed.

Given that detailed design matters will be addressed through the proposed Zoning By-law Amendment and Draft Plan of Subdivision application, and the fact that less than 10 units are proposed within each block, it is our opinion that a Site Plan application is no longer required. This approach was discussed with staff in May 2025. Through the clearing of conditions for the Plan of Subdivision and through future building permit applications, all matters that would typically be addressed through Site Plan will be sufficiently addressed.

The Subject Site is approximately 3,633.8 square meters (0.36 hectares) in size. As the Site exists today, there are currently no existing dwellings or structures. The Site consists of a large grassed open area with some existing trees around the perimeter of the lot. The Subject Site is rectangular shape with frontages along Elm Road and Ninth Line as shown on Figure 1.

The proposed development will introduce three townhouse blocks consists of a total of 20 rear-loaded townhouses along a public right of way. The proposed development will have new primary access points at the south-west corner and north-east corner of the Site. The proposed development also includes a pathway along the northern property line, which will connect to the existing walkway to the west. The proposed development will utilize existing servicing infrastructure and transportation infrastructure.

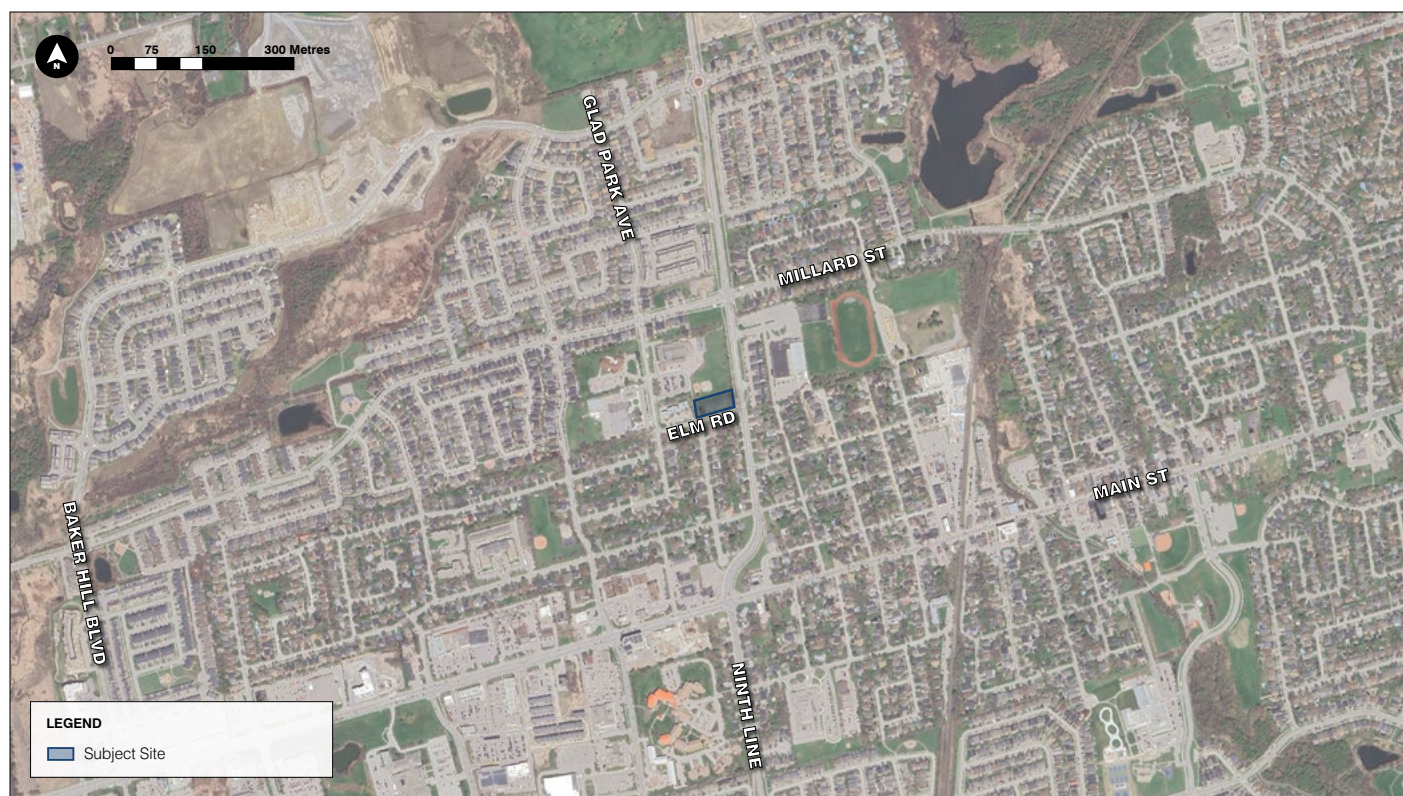
Madori (Fieldgate Developments) has collaborated with the Town of Whitchurch-Stouffville for over a decade to find a suitable missing middle housing option that supports complete community building. Fieldgate is proud to continue its partnership with the Town in delivering a thoughtfully planned residential development that aligns community objectives and planning policy directions.

This Planning Rational Report has evaluated the merits of the development proposal in the context of all applicable Provincial, municipal, and local policies. We conclude that the applications for Zoning By-law Amendment and Draft Plan of Subdivision are consistent with and conform to the policy framework articulated in the Provincial Planning Statement (2024), York Regional Official Plan (2022), Town of Whitchurch-Stouffville Official Plan (Consolidation 2025), Town of Whitchurch-Stouffville Draft Official Plan Review (Re-Imagine Stouffville), and is consistent with the intent of the Stouffville Comprehensive Zoning By-law 2010-001-ZO (2011).

Under the current zoning for the site, street townhouses are permitted. While it was previously contemplated that the zoning deficiencies could be addressed through a Minor Variance since the proposed use is permitted, staff have advised that due to the extent of the deficiencies a Minor Zoning By-law would be more appropriate.

Figure 1 **Aerial Image of the Subject Site**

Google Earth, 2025





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## **2. SITE DESCRIPTION & LOCATION**

### **2.1 The Subject Site**

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### **2.2 Surrounding Area**

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### **2.3 Transportation Network**

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### **2.4 Community Services & Facilities**



## 2.1 The Subject Site

The Subject Site is located on the north-west corner of Elm Road and Ninth Line (Figure 2). The Subject Site is approximately 3,633.8 square meters (0.36 hectares) in size and has approximately 91 metres of frontage along Elm Road, and approximately 40 metres of frontage along Ninth Line. The site currently does not contain any existing structures or buildings and includes a curb cut indicating the location of a future access on Elm Road. The Site consists of a relatively flat, maintained open grassed/lawn area with some trees along the perimeter of the Site along Elm Road and Ninth Line.

The proposed development area is legally described as Parcel 2-4, Section W8; Part of Lot 2, Concession 8 (Whitchurch West); Part 2 on Reference Plan 65R-18788; Town of Whitchurch-Stouffville. The Subject Site is not located within an existing Plan of Subdivision.

The subject site is within the jurisdiction area of the Toronto and Region Conservation Authority but is not located within the Regulated Area.

Figure 2 **Close-Up of the Subject Site**

Google Earth, 2025



### 2.1.1 Policy Context

Within the York Regional Official Plan (2022), the Subject Site is identified as *Towns and Villages* within Map 1 – Regional Structure and is further designed as *Community Area* within Map 1A – Land Use Designations. On July 1st, 2024, through Bill 185, York Region was deemed to be an upper-tier municipality without planning responsibilities. As a result, the York Region Official Plan is now an Official Plan of the Town of Whitchurch-Stouffville. Within the Town of Stouffville Official Plan (2025 Consolidation), the Site is located within Community of Stouffville Secondary Plan Area as shown on Figure 1 – Community Structure. Within Schedule F – Land Use and Transportation, of the Community of Stouffville Secondary Plan, the Subject Site is designated as *Existing Residential Area*. As outlined within the 2024 Official Plan Review, Re-Imagine Stouffville, the Subject Site is designated as *Neighbourhood Area* within Schedule D - Stouffville Land Use Designations.

Within the Stouffville Comprehensive Zoning By-law 2010-001-ZO, the Subject Site is zoned as RN4 – Residential New Four. The RN4 zone permits a range of residential dwelling types including semi-detached dwellings, duplex dwellings, street townhouses, standard townhouses, back-to-back townhouses, and stacked townhouses.

## 2.2 Surrounding Area

The Subject Site is surrounded by low-rise residential uses, institutional uses, and community facilities. Within the broader context, the Site is centrally located within the Stouffville area with the majority of the surrounding area consisting of low-rise residential neighbourhoods. The immediate surrounding land uses include the following:

**North:** The lands directly north of the Subject Site include an open recreational space that is part of the Glad Park Public School (Figure 3). This school provides education up to grade eight.

Figure 3 **Looking North from the Subject Site**



**East:** The lands to the east, on the east side of Ninth Line, consists of a private condominium development made up of two to three-storey townhouse blocks. The lands further to the east also include two-storey single-detached residential dwellings (Figure 4).

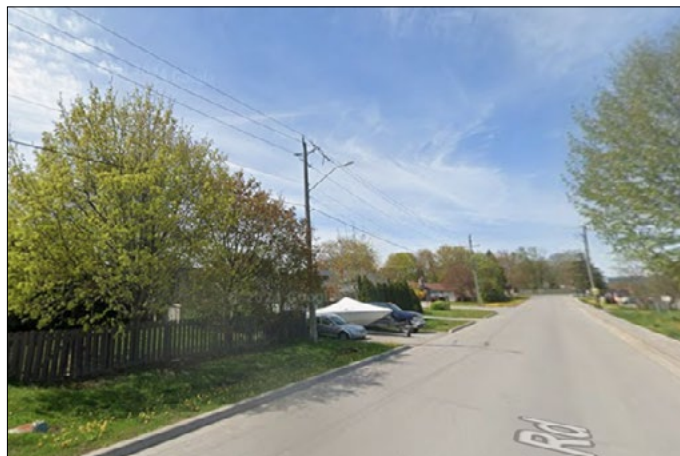
Figure 4 **Looking East from the Subject Site**





**South:** The lands to the south, across Elm Road, include one to two-storey single-detached residential dwellings (Figure 5).

Figure 5 **Looking South from the Subject Site**



**West:** The land to the west includes three-story senior living facility (Elmwood Gardens), which includes a surface parking lot. Additionally, immediately adjacent to the site is a pedestrian pathway that is owned by York Region District School Board, which provides access to Glad Park Public School (Figure 6).

Figure 6 **Looking West from the Subject Site**



## 2.3 Transportation Network

### 2.3.1 Road Network

The Subject Site currently contains one existing curb cut on Elm Road. Within the Stouffville Official Plan, Ninth Line is identified as an *Arterial Road* as shown on Schedule F - Land Use and Transportation Plan, of the Stouffville Community Area Secondary Plan. Within the Official Plan, Arterial Roads should have a right of way width of 26 metres, allowing space for vehicular and pedestrian movement. Re-Imagine Stouffville identifies Ninth Line as a *Regional Arterial Road* which has a right of way width of 36 metres. No additional widening of Ninth Line is required, however a 10 x 10 meter daylight triangle at the northwest corner of Ninth Line and Elm Road is being provided, as requested by York Region. Elm Road is considered a Local Road.

Highway 48, which runs north-south, is located less than 2 kilometres to the west, and provides connections to Highways 407 and 401 to the south.

### 2.3.2 Active Transportation

The Town of Whitchurch-Stouffville Active Transportation Servicing Plan (2018) provides an overview for the infrastructure requirements to be integrated into the existing transportation network. Map 1 – Draft Cycling Network By Facility Type, identifies Elm Road as a *Shared Roadway* under the proposed active transportation routes. Additionally, Ninth Line is identified as being a road in which a cycling facility is to be implemented in consultation with the Region's Pedestrian and Cycling Planning and Design Guidelines.

Currently, a sidewalk exists on the north side of Elm Road and Ninth Line has sidewalks on both sides of the road. As noted, a walkway owned by the school board is located immediately adjacent to the subject site which provides pedestrian connection to the school to the north.

### 2.3.3 Public Transit Network

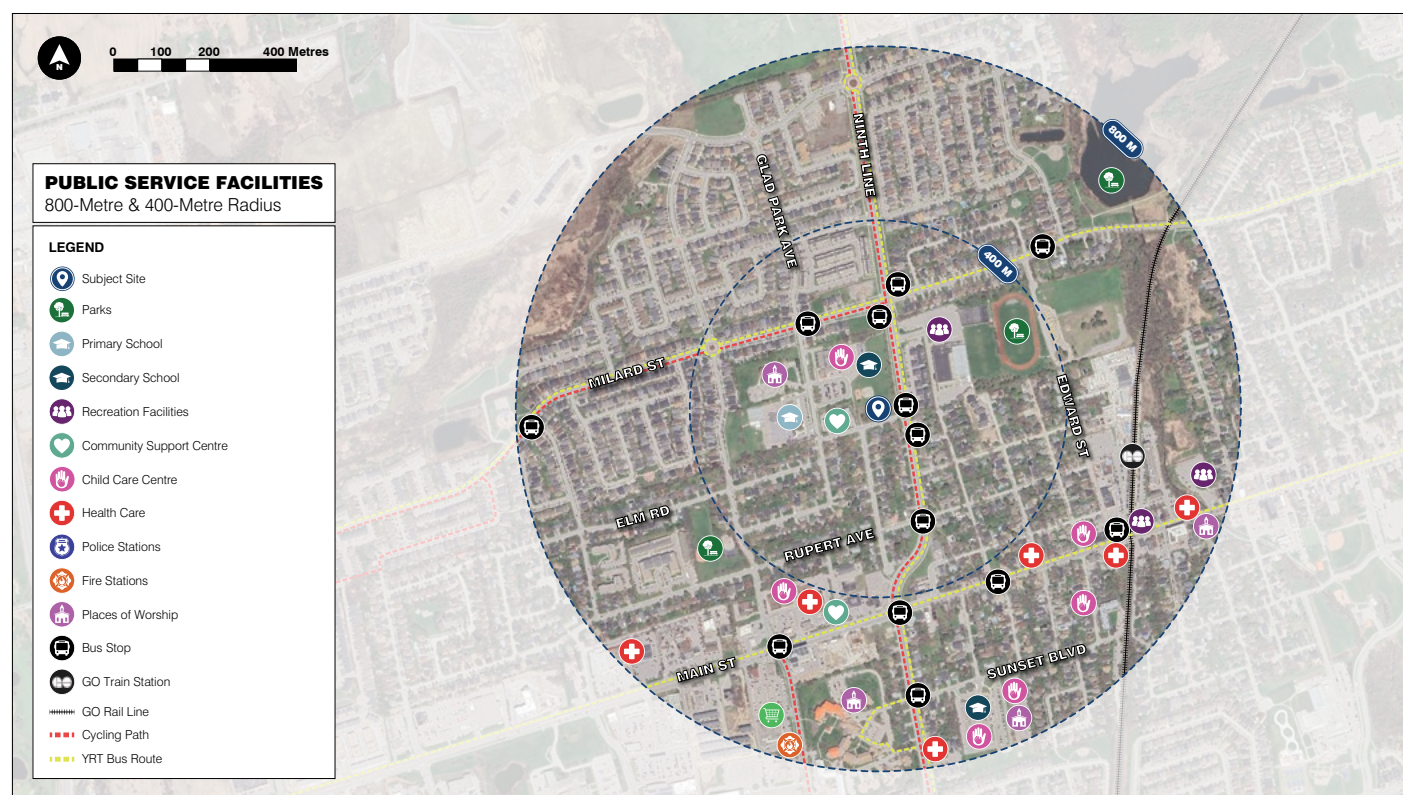
The Stouffville area is serviced as part of the York Regional Transit System. The Site is currently served by Bus Route 009 – Ninth Line. This route primarily provides a north-south connection, while also looping throughout the Stouffville area. For the ninth Line Bus Route, there is a southbound stop directly adjacent to the Subject Site, as well as a northbound stop within a short walking distance to the Site. This route provides a regional connection into the City of Markham. The Ninth Line bus route operates approximately every 30 minutes.

In addition to regular transit available through York Regional Transit, there is an “on-request” service throughout Stouffville. The on-request is a ride-sharing service that allows for service across Stouffville.

For broader regional connections, the Stouffville GO station is located approximately 1 kilometre from the Subject Site. This connection provides both GO Train and GO Bus services and a train to Toronto’s Union Station takes just over 1 hour. The Subject Site is approximately a 12-minute walk from the Stouffville GO Station.

## 2.4 Community Services & Facilities

Several community services and facilities exist within a 400 metre and 800 metre radius of the Subject Site (Figure 7). Some of the types of existing services and facilities include parks, schools, recreation facilities, child care centres, health care facilities, institutional buildings, public transit facilities and cycling paths. Below is a table outlining all of the services and facilities within a 400 metre radius, equivalent to a five minute walk and within 800 metres, or a ten minute walk from the Subject Site.

Figure 7 **Community Services & Facilities**Table 1 **Community Services & Facilities**

Service/Facility Name	Radius
<b>Public Transit</b>	
York Region Transit Bus Stop: Elm Road and Ninth Line	400m
York Region Transit Bus Stop: Rupert Avenue and Ninth Line	400m
York Region Transit Bus Stop: Ninth Line and Millard Street	400m
York Region Transit Bus Stop: Millard Street and Glad Park Avenue	400m
York Region Transit Bus Stop: Millard and Winlane Drive	800m
York Region Transit Bus Stop: Main Street and Ninth Line	800m
York Region Transit Bus Stop: Main Street and Clarke Street	800m
York Region Transit Bus Stop: Main Street and Weldon Road	800m
York Region Transit Bus Stop: Ninth Line and Sunset Boulevard	800m
Stouffville GO Station	800m

<b>Schools</b>	
Glad Park Public School: 300 Glad Park Avenue	400m
St. Mark's Catholic Elementary School: 333 Glad Park Avenue	150m
École Catholique Pape-François: 276 Sunset Boulevard	800m
<b>Community Support Centre</b>	
Elmwood Gardens: 325 Elm Road	400m
<b>Parks</b>	
Stouffville Ball Diamonds, Track and Tennis Courts	400m
Rupert Park	800m
Stouffville Conservation Area and Reservoir	800m
Bayberry Parkette	800m
Bramble Crescent Parkette	800m
<b>Recreational Facilities</b>	
Stouffville Arena: 12483 Ninth Line	400m
<b>Health Care</b>	
Shoppers Drug Mart: 5710 Main Street	800m
Pharmsave Stouffville Compounding Pharmacy: 5892 Main Street	800m
Stouffville IDA Pharmacy: 6212 Main Street	800m
Renew Integrative Health (Chiropracter): 6179 Main Street	800m



Child Care Centre	
Glad Park Day Care Centre: 300 Glad Park Avenue	400m
St Mark's Daycare: 333 Glad Park Avenue	400m
First Responder Centres	
Whitchurch Stouffville Fire and Emergency Services	800m
Places of Worship	
St. Mark's Roman Catholic Church	400m
Hillsong Church – Toronto North	800m
Community Mennonite Church of Stouffville: 12184 Ninth Line	800m
Christ Anglican Church: 254 Sunset Boulevard	800m

## **3. DEVELOPMENT PROPOSAL**

### **3.1 Description of the Proposed Development**

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### **3.2 Required Approvals**





### 3.1 Description of the Proposed Development

The proposal seeks to develop the Subject Site for a residential development consisting of twenty (20) rear-loaded freehold townhouses. The townhouses are distributed between three blocks, which are denoted with the enclosed Draft Plan of Subdivision which has been prepared by The Biglieri Group. A pedestrian laneway running east-west is proposed within the northern portion of the site, which will connect Ninth Line to the existing walkway immediately to the west of the subject site. A proposed 8.0 metre wide public laneway is proposed through the site, with access to Elm Road and Ninth Line. Overall, the proposed development will have a net density of 86.96 units per hectare (gross density of 55.56 units per hectare). (Figure 8)

Block 1 will include 9 dwellings units with frontages along a proposed pathway facing the north of the site. Block 2 will include three dwelling units with the frontage facing the intersection of Elm Road and Ninth Line. And Block 3 will include 8 dwelling units with the frontage facing Elm Road. All proposed townhouse dwellings will have vehicular access within the rear yard. Each unit will accommodate two parking spaces, with spaces located within an internal garage and within the driveway. All units will also have direct pedestrian connections within the front yards to the public realm.

The proposed development proposes unit sizes that are appropriately for a range of family types, as 18 of the units are 3-bedroom units and two are 4-bedroom units. The proposed townhouses will be three storeys in height and have a frontage of 7.0 metres each. Units include covered porches and balconies in the rear. A digital material board is included denoting the materials proposed for the townhouses. Each townhouse block will have a unique, but complementary design expression. The colours of brick include grays, beiges and browns, which is reflected in the materials for the other building elements (Figure 9).

The proposed design is complementary to the surrounding context and will enhance the attractiveness of the subject lands. For more information, please see the enclosed architectural package prepared by VA3 Design.

As mentioned previously, the proposed development will utilize the existing curb cut at the south-west corner of the Site for vehicular access, with an additional proposed right-in/right-out onto Ninth Line at the north-east corner.

With regards to servicing and infrastructure, the proposed development will utilize existing municipal infrastructure within the existing rights-of-way, and will propose new infrastructure extensions within Street A. The proposed development will require an extension of the storm sewer along the proposed laneway to accommodate system flows for drainage from rooftops. An extension to the existing sanitary sewer along Fairview Avenue will be required and constructed within the proposed laneway. For water servicing, a 150 mm watermain is proposed along the laneway, which will provide water to each unit.

Figure 8 **Site Plan**

VA3 Design, 2025

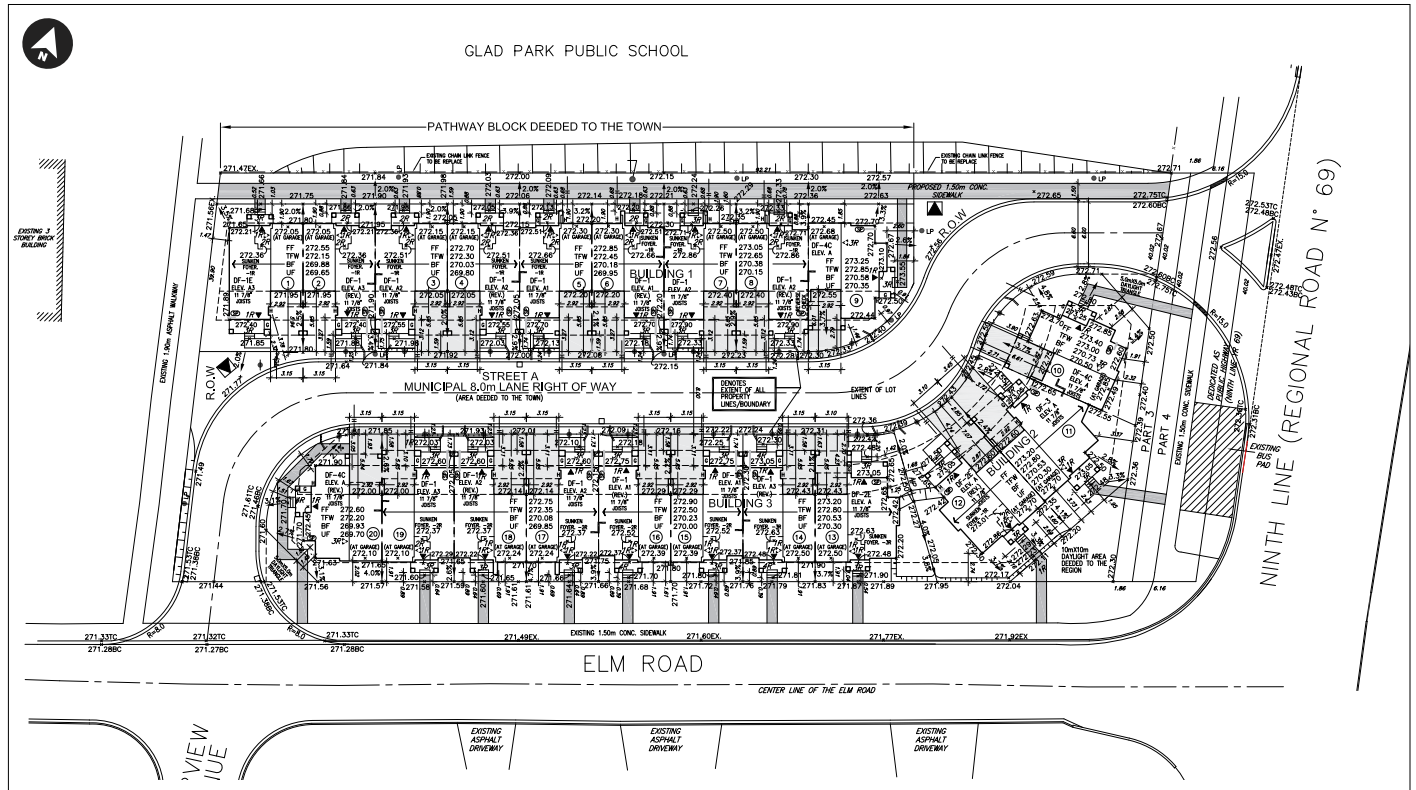


Figure 9 **Elevations**

VA3 Design, 2025







## 3.2 Required Approvals

### 3.2.1 Draft Zoning By-law Amendment & Zoning Review

The Subject Site is currently zoned as RN4 – Residential New Four within the Stouffville Comprehensive Zoning By-law 2010-001-ZO. The RN4 zone permits a range of residential dwelling types including semi-detached dwellings, duplex dwellings, street townhouses, standard townhouses, back-to-back townhouses, and stacked townhouses. The proposed Draft Zoning By-law Amendment is required to accommodate site specific exceptions to the RN4 zone.

In discussion with Town Staff, it was stated that a Zoning By-law Amendment would be required to accurately capture all of the performance standards associated with the Site. The following table outlines the performance standards associated with the proposed development and identifies the provisions that require an amendment to the Zoning By-law.

Table 2 **Zoning Chart**

Performance Standard	Permitted within the RN4 (Street Townhouse Dwelling) Zone	Proposed	Compliance Met? (Yes/No)
RN4 Regulations (5A.2)			
Permitted Uses	<ul style="list-style-type: none"> <li>Semi-detached</li> <li>Duplex Dwelling</li> <li>Street Townhouse Dwelling</li> <li>Townhouse Dwelling</li> <li>Back-to-back Dwelling</li> <li>Stacked Townhouse Dwelling</li> <li>Park</li> </ul>	Street Townhouses	Yes
Minimum Lot Area	153 m <sup>2</sup>	100.17 m <sup>2</sup>	No
Minimum Lot Frontage	6m	7m	Yes
Front Yard Setback	Max – 7.5m Min – 3m	1.8m to mainwall 0.8 m to porch	No
Exterior Side Yard	Max – 7.5m Min – 3m	2.5 m	No

Minimum Interior Side Yard	1.2m 0m along a common wall	1.2 m and 0 m	Yes
Maximum Building Heights	10m	12 m	No
Rear Yard	7m	0.9 m to dwelling 1.5 m to balcony	No
Minimum garage Setback from front lot line or exterior lot line (5A.2.1.(1))	6m	5.85 m setback from rear lot line	No
Unenclosed porch may protrude into a front or exterior side yard (5A.2.1.(5))	1.5m from lot line	0.8 m from front lot line	No
Minimum Density per hectare	30 units per hectare	55.56 units per hectare (Gross) 86.96 units per hectare (Net)	Yes

### General Provisions

#### 3.21 Sight Triangles

Minimum setback from a sight triangle to the nearest point on a wall or any projecting element, excluding roof eaves	1.0 m	1.0 m	Yes
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#### 3.22 Permitted Yard Encroachments

Max Yard Encroachment for a Sill, belt courses, cornices, eaves, gutters, chimneys, pilasters, canopies, or similar non-structural architectural features	0.7 m in addition to permitted encroachments in rows 2 to 7 inclusive into any yard	0.45m	Yes
Max projection of a Window Bay	1 m over a maximum width of 3 m into any yard	0.3m	Yes
Max projection of a non-street entrance stairs, landings, access ramps or fire escapes	1.8 m over a maximum horizontal length of 5 m into rear, interior and exterior side yards	2.1m	No



Max projection of a street entrance stairs, landings or access ramps	Notwithstanding row 1-9 above, no above grade projection is permitted closer than 1.5m to the front lot line and exterior side lot line.	1.4m	Yes
Max projection of a balcony for single detached dwellings, semi-detached dwellings, duplex dwellings and all types of townhouses	2 m for front, rear, and exterior side yards	1.5m	Yes
Max projection of a porch not exceeding one storey in height	3 m including eaves and cornices for front and exterior side yards	1.0m	Yes

The Zoning By-law Amendment will seek relief from Zoning By-law 2010-001, related to the minimum lot area, front yard setback, front porch protrusion, exterior side yard setback, building height and rear yard setback. A Zoning By-law Amendment to by-law 2010-001 has been prepared, requesting the amendment to seek relief from the proposed development's deficiencies.

For the reasons outlined within this planning rationale, we are of the opinion that the proposed zoning provisions optimizes the development potential of the subject lands and delivers a built form that is suited to market demand.

In addition, the proposed development is consistent with other approved development projects within the Town. MBTW prepared an architectural design guideline for the Blue Sky development area, dated March 2024. The guideline provides direction and justification for the proposed urban design vision for the lands which are an extension of the Community of Stouffville. The guideline informed the approved Zoning By-law Amendment for the lands located at 5731 Bethesda Road. The proposed townhouse development is similar to the built forms proposed as part of the Bethesda development, which included rear-loaded townhouses accessed by a public laneway, with reduced front and rear yards (By-law 2024-079-ZO). The rear lane townhouses that were approved through that application had frontages of 6.1 metres, while the proposed townhouse have frontage of 7.0 metres. The lands subject to By-law 2024-079-ZO that propose street townhouses also are zoned RN4, as is the subject site. For more information please see By-law 2024-079-ZO.

### 3.2.2 Draft Plan of Subdivision

The Draft Plan of Subdivision contemplates the creation of development blocks, a public road and lands to be conveyed for sight triangles and a public walkway. Block 1 consists of 8 townhouse units, Block 2 consists of 3 townhouse units and Block 3 consists of 9 townhouse units. A public street is proposed through the Subject Site, titled Street A and connects Elm Road in the southwest portion of the Site to Ninth Line in the northeast portion of the Site. A public walkway accessing Block 3 is situated along the northern property boundary. A 10 metre by 10 metre sight triangle is provided at the southeast corner of the Subject Site and two 5 metre by 5 metre daylighting triangles are provided at the entrance of Elm Road and the internal public road, as well as the entrance from Ninth Line to the proposed internal public road. A Draft Plan of Subdivision application is required to create the public laneway, to create land area to be conveyed to the municipalities for sight triangles, and to create blocks that will later be subdivided for freehold townhouses through lifting of Part Lot Control.



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## 4. POLICY CONTEXT

### 4.1 Overview

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### 4.2 Planning Act (2024)

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### 4.3 Provincial Planning Statement (2024)

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### 4.4 York Regional Official Plan (2022)

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### 4.5 Re-imagine Stouffville Official Plan (2024)

### 4.6 Stouffville Official Plan (April 2025 Office Consolidation)

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### 4.7 Community of Whitchurch-Stouffville Secondary Plan (2025)

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### 4.8 Comprehensive Zoning By-law 2010-001-ZO

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### 4.9 Urban Design Justification

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### 4.10 Supporting Documentation



## 4.1 Overview

The sections below analyze the proposed development for consistency with the *Planning Act*, as well as ensuring consistency with the Provincial Planning Statement (2024) and conformity to the policies of the York Region Official Plan, the Town of Whitchurch-Stouffville Official Plan, Community of Stouffville Secondary Plan, and Re-Imagine Stouffville Official Plan.

## 4.2 Planning Act (2024)

The *Planning Act* is the provincial legislation that outlines land use planning framework in Ontario. The Province outlines areas of Provincial Interest under Section 2. The Province also outlines the criteria for the Subdivision of land in Section 51.

### 4.2.1 Provincial Interest

*2 The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,*

- a) the protection of ecological systems, including natural areas, features and functions;*
- e) the supply, efficient use and conservation of energy and water;*
- f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- h) the orderly development of safe and healthy communities;*
  - (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- j) the adequate provision of a full range of housing, including affordable housing;*
- l) the protection of the financial and economic well-being of the Province and its municipalities;*
- m) the co-ordination of planning activities of public bodies;*
- p) the appropriate location of growth and development;*
- q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- r) the promotion of built form that,*
  - i) is well-designed,*
  - ii) encourages a sense of place, and*
  - iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- s) the mitigation of greenhouse gas emissions and adaptation to a changing climate. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.*

The above matters of Provincial Interest have informed the proposed development and the application materials. The following is a high-level overview of how these considerations apply to the application and have been addressed.

The Subject Site is not located within a natural heritage system and does not contain natural heritage features. Therefore, there is no anticipated impacts on natural areas, features or functions.

The proposed development includes 20 townhouse units, contributing to a broader range of housing options for future residents. As a form of infill development, the proposal supports orderly development within the Town of Whitchurch-Stouffville. The development will also be connected to existing and planned municipal and regional infrastructure, promoting efficient land use. It is also transit supportive, with the Subject Site being situated near existing York Region Transit, as well as the Stouffville GO station, further enhancing accessibility and sustainability.

The built form of the proposed development has been well designed and encourages a sense of place. The proposed townhouses front onto Elm Road, ensuring a pedestrian oriented streetscape that will create a safe and welcoming pedestrian environment.

The proposed development has appropriate regard for matters of provincial interest.

#### 4.2.2 Subdivision of Land

Section 51 of the *Planning Act* outlines the criteria for the subdivision of land.

*(24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,*

- a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*
- b) whether the proposed subdivision is premature or in the public interest;*
- c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*
- d) the suitability of the land for the purposes for which it is to be subdivided;*
  - (d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;*
- e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;*
- f) the dimensions and shapes of the proposed lots;*
- g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*

- h) conservation of natural resources and flood control;*
- i) the adequacy of utilities and municipal services;*
- j) the adequacy of school sites;*
- k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;*
- l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and*
- m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3,*

The proposed Draft Plan of Subdivision is within the public interest, as it will facilitate the development of residential units that will meet market need. The proposed subdivision conforms to the Whitchurch-Stouffville Official Plan and is compatible with the existing lot fabric surrounding the site. The lands are suitable for which it is being developed, as a Phase 1 Environmental Site Assessment has been prepared which demonstrates that no issues of potential environmental concern are present. The proposal will be suitably connected within the surrounding road network, and the shapes and dimensions of the proposed blocks are appropriate for the proposed built form. Existing and planned utilities and municipal services will be able to support the proposed subdivision, as demonstrated by the enclosed report prepared by Sabourin Kimble & Associates Ltd. The draft plan also takes into account the site plan design details and will facilitate the orderly development of the concept plan as proposed.

As such, the proposed development and accompanying applications have appropriate regard for the *Planning Act*.





### 4.3 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS, 2024) is a streamlined policy framework that guides land use planning decisions throughout Ontario. Issued under Section 3 of the *Planning Act*, it came into effect on October 20, 2024. The PPS is designed to increase housing supply, encourage a diverse range and mix of housing types, direct growth to Settlement Areas, and ensure the provision of adequate infrastructure and servicing.

Section 2.1 of the PPS, Planning for People and Homes, provides direction on accommodating growth through a variety of housing options. The proposed development consists of twenty townhouse units within the Whitchurch-Stouffville Settlement Area, an area currently dominated by single detached dwellings. By introducing street townhouses, the proposal contributes to a broader range and mix of housing types that align with projected population targets, while promoting increased density, and supporting intensification on an underutilized parcel. This is consistent with Policies 2.1.4, 2.1.6, and 2.2.1. Situated within the Stouffville Settlement Area, the proposal also supports the development of complete communities, in line with Policy 2.3.1.3. The site is well-served by transit, with nearby transit routes and the Stouffville GO Station located less than one kilometre away. Municipal water and wastewater connections are available, and the development will connect to these services via extensions through the proposed public laneway.

In accordance with Section 2.9 of the PPS, the development supports compact and transit-supportive urban form. A pedestrian walkway is included, connecting the northern townhouse block to the existing path west of the site, facilitating active transportation and helping reduce greenhouse gas emissions. In addition, various community services and amenities are located within close proximity, minimizing the need for car travel to meet daily needs.

The proposal also aligns with Section 3.6 of the PPS regarding servicing. It will be fully serviced by municipal water and wastewater infrastructure and incorporates an appropriate stormwater management strategy. A Functional Servicing Report and, prepared by Sabourin Kimble Associates, have been submitted in support of the application.

Consistent with Section 3.7, the proposed development considers waste management systems. Waste collection will be accommodated along the internal public street (Street A) through municipal pickup.

Finally, in accordance with Section 3.9 of the PPS, the proposal supports the provision of public spaces through the inclusion of a public walkway along the northern townhouse block, which will connect to the existing pedestrian network to the west.

Overall, the proposed townhouse development is consistent with the policies and intent of the 2024 Provincial Planning Statement.

### 4.4 York Regional Official Plan (2022)

The York Region Official Plan (YROP) was released by the Region in 2022. The document describes how the Region is to accommodate future growth and development while meeting the needs of existing residents and businesses in the Region. It provides policy input on a number of themes, including the overall *Regional Structure*, growth management forecasts, the provision of complete communities, housing, intensification, servicing and more. York Region no longer has planning responsibilities, and as such, the YROP is now considered to be an official plan of the area municipalities within the Region.

The Subject Site is located within the *Regional Structure* of the YROP. The policies associated with the *Regional Structure* are outlined in Section 2.1 of the YROP and provides land use designations and specific goals, objectives, policies and permitted uses associated with each land use. According to Map 1 of the YROP, titled *Regional Structure*, the Subject Site is within the *Towns and Villages* classification (Figure 10). According to Map 1A, titled *Land Use Designations*, the Subject Site is designated as a *Community Area*, where residential, population-related employment and community services are encouraged (Figure 11).

The proposed development, which contemplates 20 townhouse units, supports the objective of the *Community Area* designation, by accommodating residential development to meet future population growth. By doing so, the proposed development supports the growth management policies outlined in Section 4.4.2 of the YROP. The Town of Whitchurch-Stouffville is projected to accommodate a population of 103,000 residents by 2051, from its 2021 population of 51,400. The proposed development is situated within an existing residential area, which presents itself as an opportunity for modest intensification through infill development and is situated near existing public transit and servicing infrastructure.

Figure 10 **Map 1 - York Region Official Plan: Regional Structure**

TBG, 2025

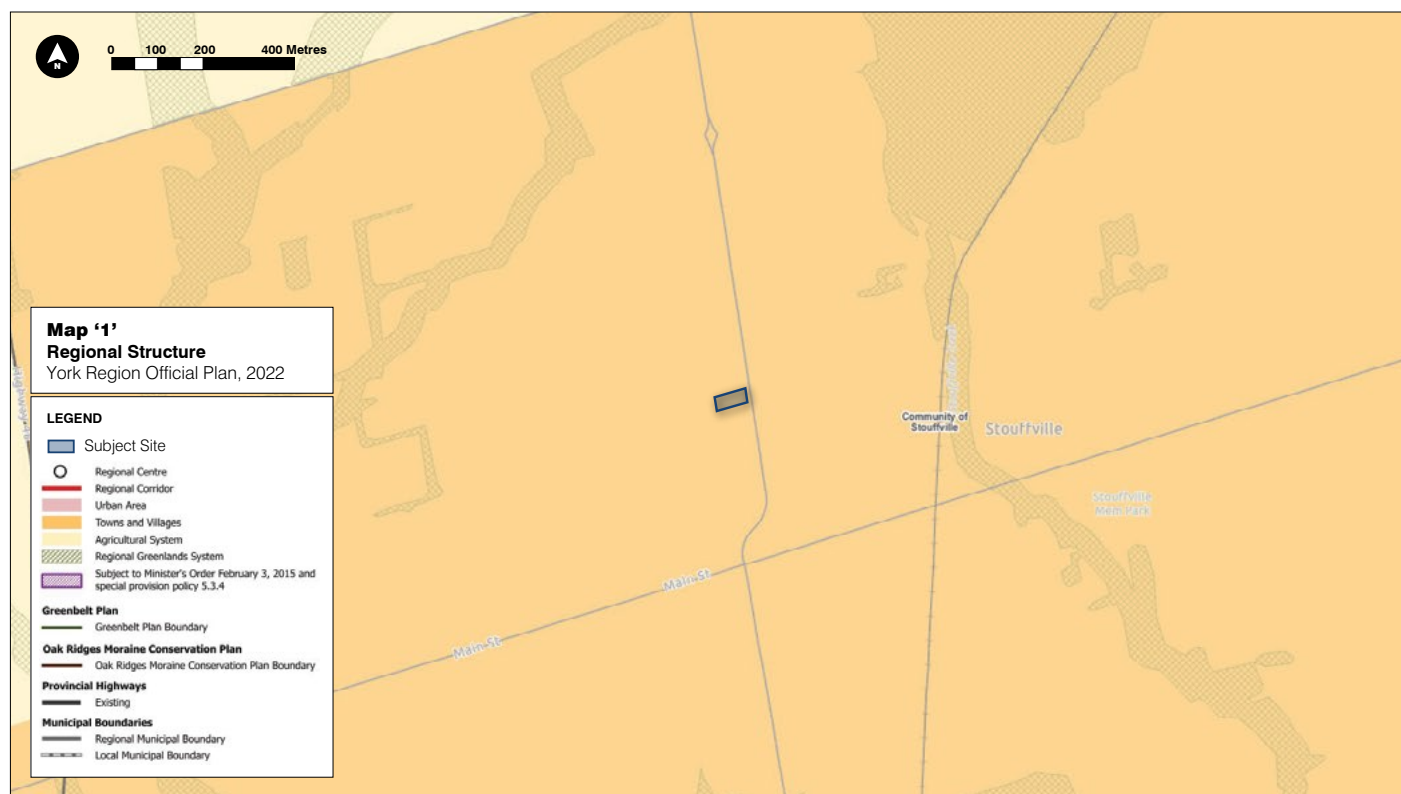
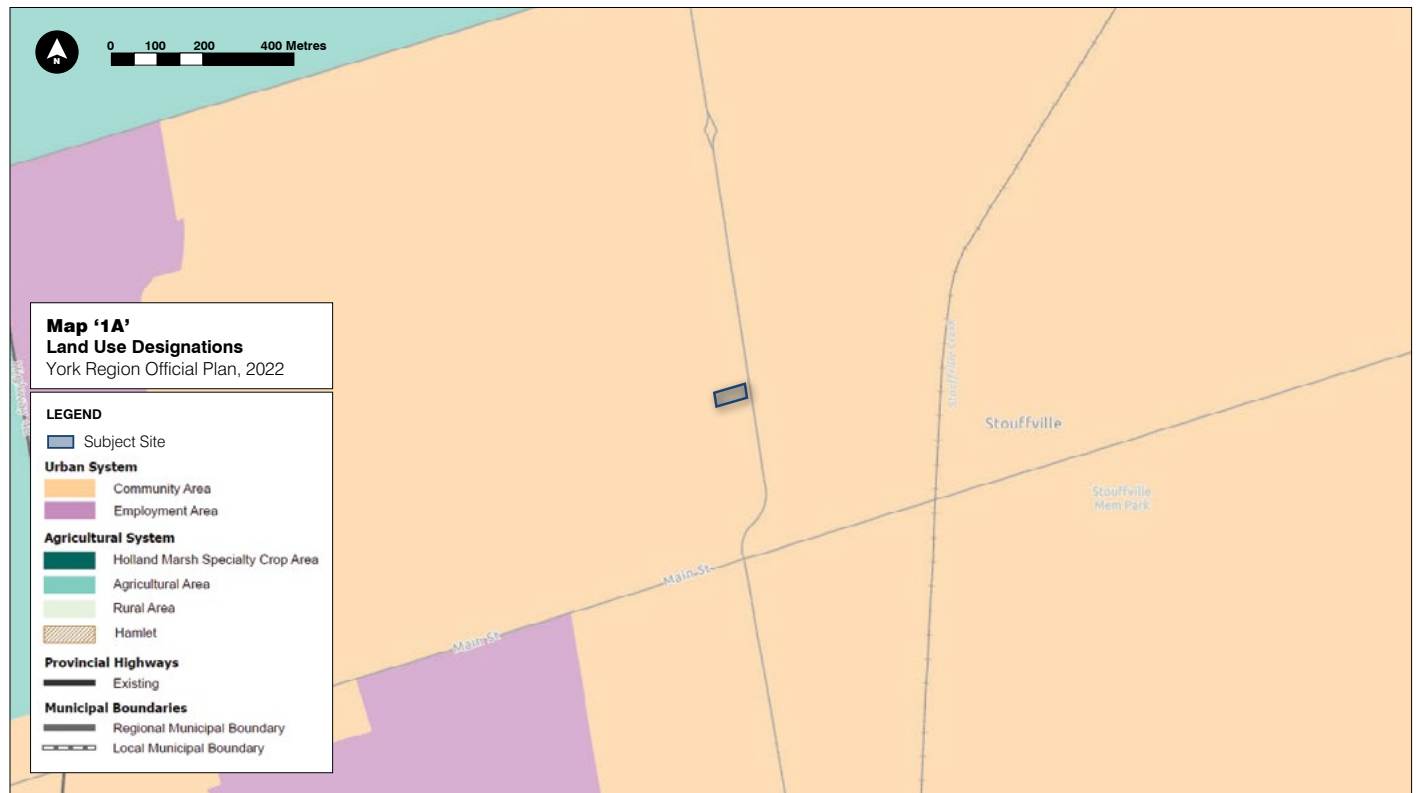


Figure 11 **Map 1A - York Region Official Plan: Land Use Designations**

TBG, 2025



The proposed development supports the complete communities' policies outlined in Section 2.3.1 of the YROP. It represents a compact, transit-accessible form of development that enhances connectivity within the Town of Whitchurch-Stouffville and the broader York Region. A strong emphasis on urban design is reflected in the orientation of the townhouses toward Elm Road, and the corner of Elm Road and Ninth Line, fostering a more pedestrian-friendly streetscape. Located within an established residential neighbourhood that includes single-detached homes, townhouses, and some apartment-style buildings, the proposal respects the existing low-rise character while introducing gentle intensification in a compatible manner.

Further, the proposed development of the Subject Site will support the objectives of the *Community Areas*, as outlined in the policies of Section 4.2 of the YROP. One of the main objectives of *Community Areas* is to offer a range of housing options to current and future residents.

The proposed development, which contemplates street townhouses, will enable the Region in diversifying the housing stock in Whitchurch-Stouffville and immediate community context, which consists primarily of single detached dwellings.

The Subject Site is within the *Towns and Villages* classification, on Map 1 of the YROP. Section 4.5 of the YROP provides policy direction related to these areas. Lands within the *Towns and Villages* classification are intended to achieve 14 units per hectare. In the case of the proposed development, a total of 86.9 units per hectare is achieved, surpassing the Region's target.

Concerning the servicing of the Subject Site, the proposed development will be fully serviced by waste and wastewater infrastructure, in conformity with Section 6.0 of the YROP. As outlined in the Functional Servicing Report, prepared by Sabourin and Kimble Associates, the proposed development will be serviced by water and wastewater service extensions.

The proposed development supports active transportation through the inclusion of a new walkway along the northern edge of the site, enhancing pedestrian connectivity. The site is well integrated with the existing road network, and the introduction of a new public road will enable efficient site access while minimizing the number of access points onto Elm Road. Transit usage will be further encouraged by situating residential units in close proximity to existing transit stops. The proposed right-in, right-out access onto Ninth Line, a regional road, is safe and will ensure required sightlines are met.

The proposed development demonstrates appropriate alignment with the Regional Structure and Integrated Growth Management framework. It contributes to the creation of complete communities, promotes sustainable development, proposes context-appropriate infill and will be fully serviced by planned water and wastewater infrastructure. Accordingly, the proposal conforms to the policies of the York Region Official Plan.

## 4.5 Re-imagine Stouffville Official Plan (2024)

The Town of Whitchurch-Stouffville Official Plan (2024) ("WSOP 2024") was adopted by Council on May 15, 2024, through By-law 2024-057-OP. The 2024 Official Plan is anticipated to be the Town's new Official Plan and is awaiting final approval from the Ministry of Municipal Affairs and Housing. While the WSOP 2024 is not yet in force and effect, regard is had to the policies of the WSOP 2024 as it represents the direction of municipal staff and Council.

According to Schedule A of the WSOP 2024, Town Structure, the Subject Site is within the *Built Up Area* and within the *Urban Area* (Figure 12). Schedule D of the WSOP 2024, the Subject Site is designated as *Neighbourhood Area* (Figure 13).

Figure 12 **Town of Whitchurch-Stouffville Official Plan (2024), Schedule A: Town Structure** TBG, 2025

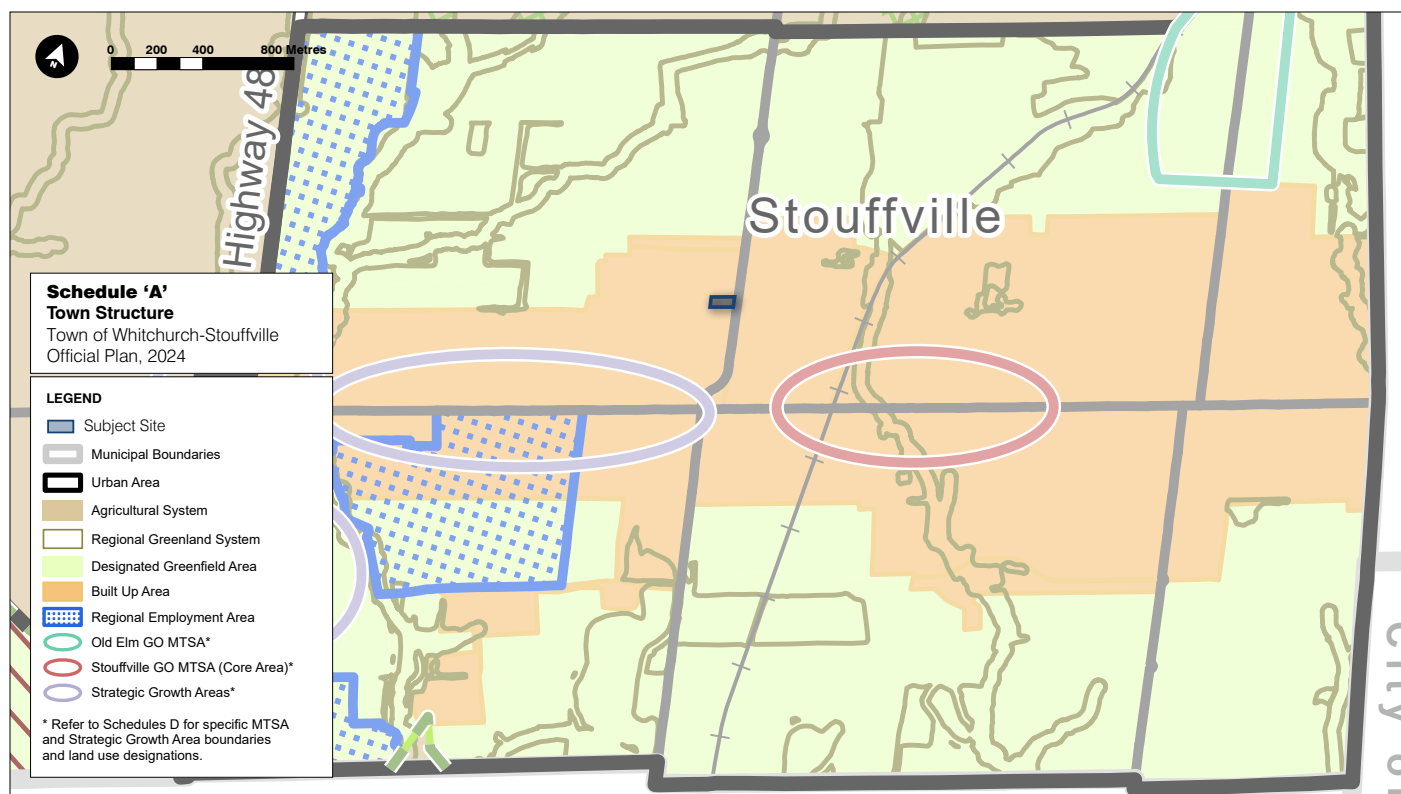
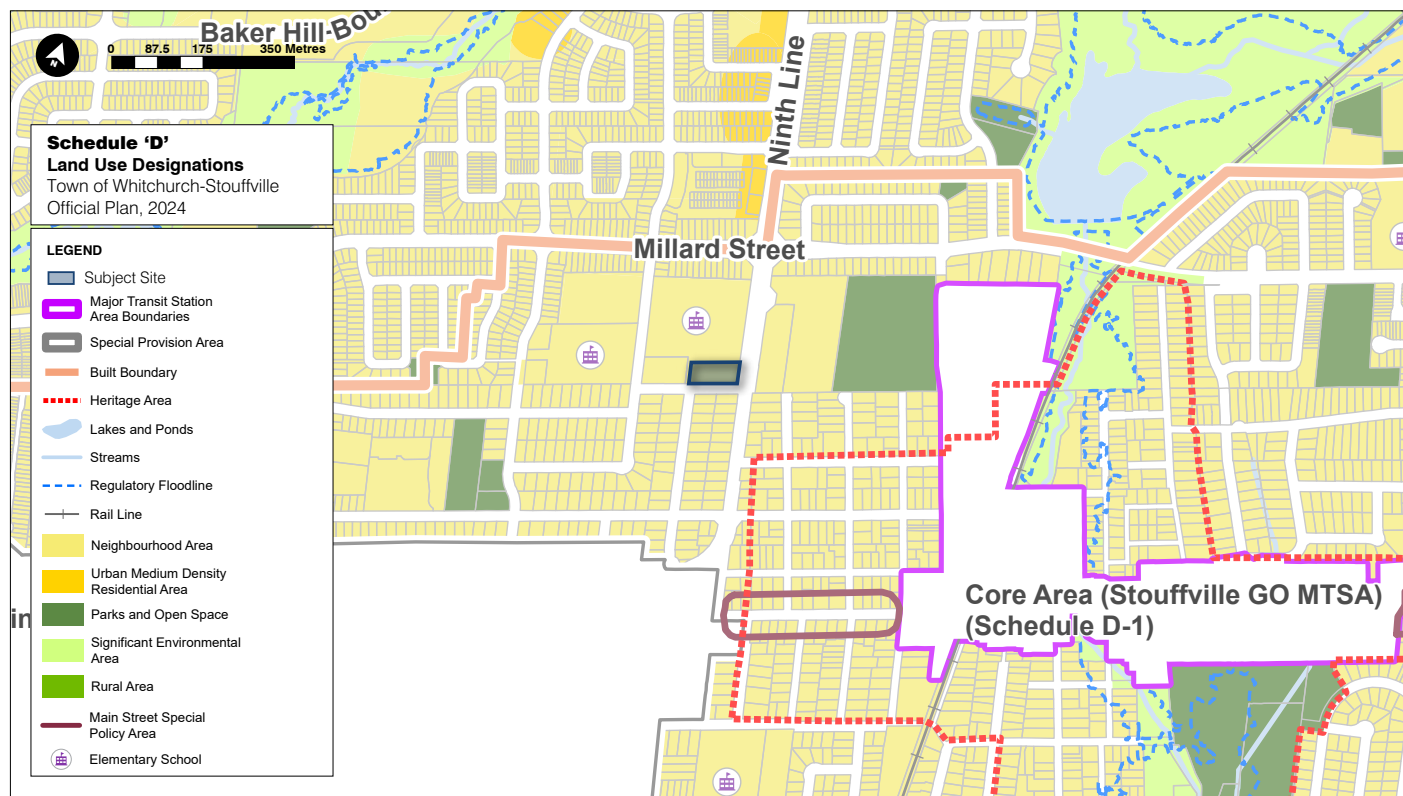


Figure 13 **Town of Whitchurch-Stouffville Official Plan (2024), Schedule D: Land Use Designations**

TBG, 2025



The WSOP provides policy direction on a number of topics, including policies regarding the Town's *Urban Area* (Section 2.2), *Community Areas* (Section 2.3), direction on managing growth, and infrastructure. It also provides policy direction related to building complete communities, enhancing built form and urban design and a land use strategy for *Neighbourhood Areas*.

According to the WSOP 2024, the Community of Stouffville is the main urban community in the Town and will accommodate the most significant share of growth. It promotes the development of Stouffville as a complete community, encouraging compact built form and efficient use of land and infrastructure with densities and land use patterns supportive of transit use. The Subject Site is situated within the *Urban Area* of Whitchurch-Stouffville and is situated in a neighbourhood where one of the predominant housing types are single detached homes.

The inclusion of townhouses will provide gentle infill intensification and will optimize the currently underutilized lands. The additional density will also help to support existing transit, as the Stouffville GO station is within 800 metres of the Subject Site.

The Town's growth management strategy, outlined in the policies of Section 2.8, is intended to inform all land use planning and development decisions, as well as provide strategies and tools to help guide the type, intensity, location and timing of new development. The Town highlights that growth is intended to be primarily directed to settlement areas. The Town is anticipated to be home to 103,500 residents by 2051, according to the York Region Official Plan and development is required to accommodate the future population growth. The proposed development, consisting of 20 street townhouse units, will help the Town in achieving a compact built form and support the population growth target from 2031 to 2051.



The 20-unit development contemplates mostly three-bedroom unit types, with two 4-bedroom unit types offered. The proposal is located near existing service connections, which will create the orderly extension of sewers and water lines through Street A.

The proposed development of the Subject Site has regard for the transportation policies of the WSOP, in Section 2.9. The WSOP 2024 outlines policies related to active transportation, such as ensuring that active transportation facilities link to the greater active transportation network. The proposed development will leverage the existing sidewalks located on both sides of Ninth Line and along the northern side of Elm Road. The proposal also incorporates a public walkway along the north edge of the site, that will connect to the existing School Board-owned walkway to the west. The proposed walkway will also be conveyed to the Town. As such, active transportation is supported.

The Town's policies related to infrastructure, in Section 2.11 of the WSOP 2024, promotes the efficient use and optimization of existing infrastructure. Additionally, the Town directs that new development be serviced by municipal water services, municipal sewage and that storm flows be managed appropriately. According to the Functional Servicing Report, prepared by Sabourin and Kimble Associates, the proposed development meets these goals and meets the requirements and standards of York Region and Town of Whitchurch-Stouffville. In addition, storm and sanitary capacity is confirmed.

The Town provides policy direction related to building complete communities, under Section 3.1 of the WSOP 2024. The Town outlines policies that are intended to plan and design communities to be sustainable, healthy, vibrant and complete, while ensuring the gentle integration of density and a mix and range of housing options. The proposed development, which contemplates 20 townhouse units, will provide for gentle density and a mix of housing options on an underutilized parcel.

The surrounding context of the Subject Site can be characterized as being predominantly single-detached dwellings. Incorporating street townhouses will help to provide a mix of housing options to current and future residents and help contribute to affordable housing in the Town, by increasing the overall housing supply. A number of services and community facilities are in proximity of the proposed development, including public transit facilities, schools, community support centres, parks, recreational facilities, health care, childcare centre, first responder centres and places of worship. Access to these facilities, all within a one-kilometre radius of the Subject Site will help to contribute to the creation of complete communities.

The Whitchurch-Stouffville Official Plan outlines policies associated with enhancing the built form and urban design in Section 3.6. The policies intend to create an attractive and inviting environment that provides a sense of belonging and enhancing the public realm. Urban design plays an important role in supporting the Town's objectives of building healthy and complete communities.

The policies that pertain to the built form and public realm are listed in Section 3.6.1 of the WSOP 2024 and include designing the built form to a high standard, which includes:

- + Encourage appropriate transition to surrounding land uses to support land use compatibility;
- + Promote features that complement the massing patterns, rhythms, character and context of the existing development
- + Ensure that communities are designed to support walkable neighbourhoods
- + Provide pedestrian scale, safety, security, accessibility and connectivity to promote physical activity;
- + Locate parking areas in locations screened from public view, particularly along major arterial roads;
- + Provide street lighting and furniture



The proposed development of the Subject Site conforms with the urban design standards. The proposed development contemplates 20 townhouse units, in a neighbourhood that is characterized as being predominantly low-rise residential, with some higher density uses adjacent to the Subject Site, being an apartment building. As a result, the proposed townhouses will act as an appropriate transition with the apartment building to the west of the Subject Site and the low-rise residential dwellings to the south. The massing patterns are complementary and the proposed townhouses will not have any negative impacts on the surrounding land uses.

The development of the Subject Site also promotes walkable neighbourhoods. A public walkway is located along the north end of the site, connecting to the existing walkway west of the site that is owned by the School Board.

The proposed parking areas for the townhouse dwellings will also be internal to the site, screened from the public realm on Elm Road and Ninth Line. Parking will be provided in each unit via a driveway and garage. This arrangement will ensure a visually engaging experience for pedestrians and direct pedestrian connections for future residents. Townhouses will front directly onto Elm Road, enhancing public safety and contributing to “eyes on the street”. Finally, a street lighting plan has been prepared, which demonstrates how the proposed public laneway will be appropriately illuminated. The proposed development conforms with the urban design policies in the WSOP 2024.

Section 6.4 of the WSOP 2024 provides policy direction related to the specific land use policies associated with Neighbourhood Areas. Permitted uses within the designation includes low rise-residential dwelling units, including townhouse dwellings under four storeys. This designation also ensures that development be compatible with the character of the surrounding area, that community facilities are present to serve the needs of future and existing residents and the provision of adequate and existing services. The proposed development of the Subject Site contemplates 20 street townhouse units under 4 storeys and is situated near a number of existing community facilities and services, as outlined in Figure 7 and Section 2.4 of this report. The proposed use is aligned with the land use policies of the Official Plan.

In summary, the proposed development and the proposed applications to implements appropriate zoning standards and the creation of a public road, are in conformity with the WSOP 2024 Official Plan.

## 4.6 Stouffville Official Plan (April 2025 Office Consolidation)

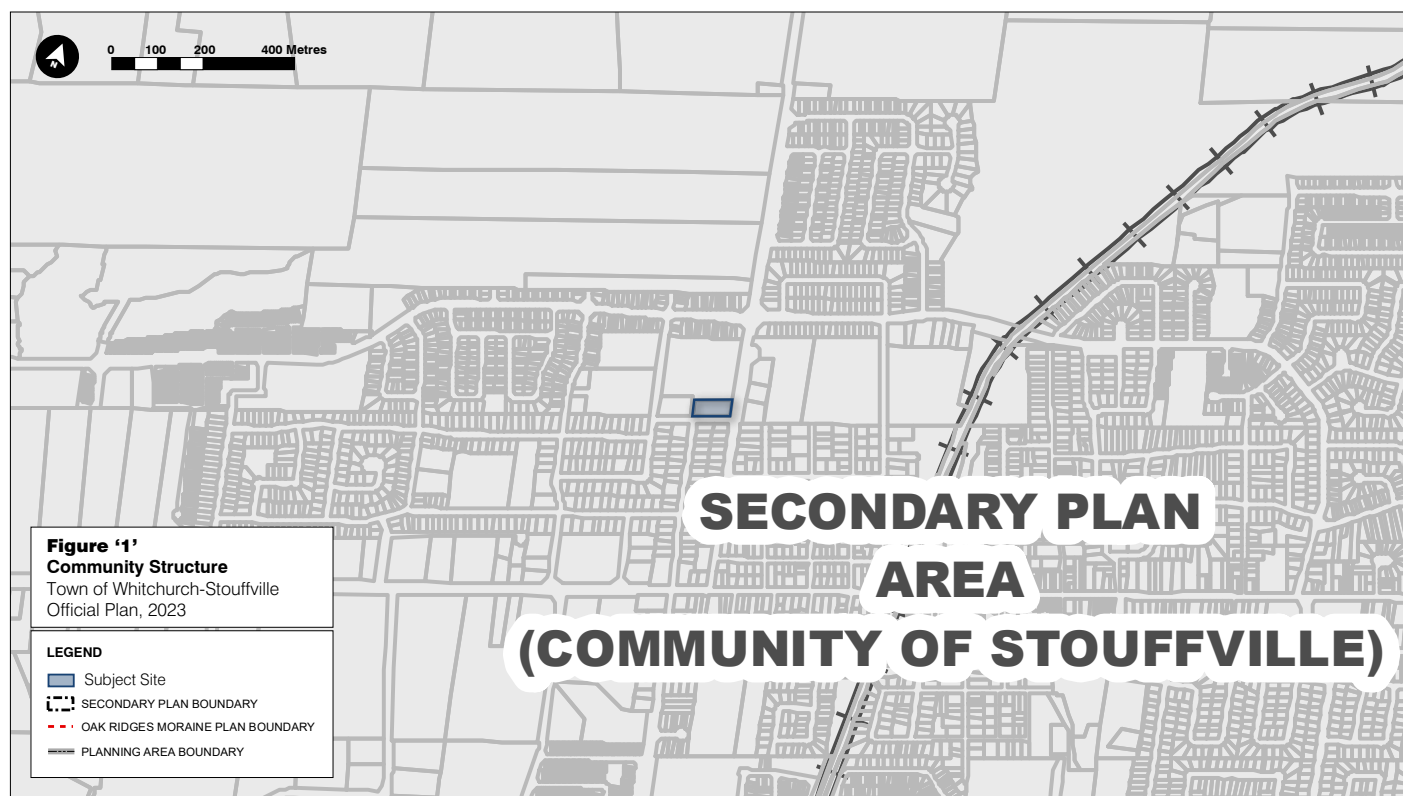
The Stouffville Official Plan, April 2025 Consolidation ("WSOP") was adopted by the Town of Whitchurch-Stouffville on September 5, 2000, approved by the Region of York on March 20, 2001 and approved by the Ontario Municipal Board on June 23, 2004. The most recent versions of the maps and text to the WSOP were released in April 2025. The WSOP is currently the in-effect Official Plan for the Town of Whitchurch-Stouffville, as the WSOP 2024 awaits approval from the Ministry of Municipal Affairs and Housing.

According to Figure 1 of the WSOP, titled Community Structure the Subject Site is within the Community of Stouffville Secondary Plan Area (Figure 14).

The proposed development of the Subject Site is situated within the Community of Stouffville. According to Section 1.3.2 of the WSOP Consol. 2025, growth has been forecasted to grow from a population of 39,400 in 2011 to 60,600 by 2031 and also provides policy direction ensuring that population and employment growth are focused on the Whitchurch-Stouffville community area. The proposed development will support the municipality in achieving its population targets to 2031 through the provision of 20 freehold townhouse units.

Figure 14 Town of Whitchurch-Stouffville Official Plan 2025, Figure 1: Community Structure

TBG, 2025







The WSOP outlines Community Development principles that help to guide growth and development in the Town, under Section 2.3, 2.4, 2.5 and 2.6. The Community Development principles it references includes healthy communities, preserving the natural environment and creating economically sustainable communities. The proposed development will contribute to healthy communities as it is located in proximity of community services and amenities, is pedestrian oriented and proposes family sized dwelling units. The site is also in proximity of existing transit stops and the Stouffville GO Station. With the site being located in close proximity of services and facilities that meet daily needs, automobile dependency is discouraged. The proposed development will also contribute to healthy communities via the full servicing of water and wastewater infrastructure. According to the Functional Servicing report, prepared by Sabourin and Kimble Associates, the proposed development will include water, wastewater and stormwater connections within Street A, with some flows also being directed to the storm sewer on Fairview Avenue.

Section 4.16 of the WSOP provides policy guidance related to land use within Secondary Plans. It provides direction on the Community of Stouffville, which is intended to be the main urban community of the Town, and to be subject to the Secondary Plan policies in Section 12 of the Official Plan.

Section 5.0 of the WSOP provides guidance on the provision of functional community services, including transportation, sewage, water and wastewater services, and community facilities. The proposed development will provide for a new municipal right-of-way, which will provide east and westbound connection from Ninth Line to Elm Road. The proposed internal municipal right-of-way is intended to serve the proposed development. Additionally, future sewage and water services can be supported, as outlined in the Functional Servicing Report.

Section 6.0 of the WSOP provides policy direction related to housing policies. It provides direction ensuring that a full range of housing types and densities are provided to meet the projected demographic and market requirements of current and future residents. It also encourages intensification within the Community of Stouffville and should aim to accommodate a housing unit target of 9,200 additional units between 2012 and 2031. The proposed development of the Subject Site is situated within the Community of Stouffville and will enable the Town to meet its housing target for 2031.

Section 6.5 of the WSOP provides policy direction related to the Community Design Strategy, including general design policies related to streets, urban and building design. It provides specific direction, including ensuring that parking areas are screened from streetscapes, orienting buildings to the street, landscaping features, ample lighting and promoting walkability and cycling movement. The proposed development ensures that buildings front onto Elm Road and that parking is screened away from pedestrians and that adequate pedestrian linkages are provided. It also provides for enhanced pedestrian connection points, including the pedestrian walkway at the north of the Subject Site, connecting to the existing pedestrian path west of the Subject Site, encouraging walkability and reducing automobile dependency. In addition, landscaping and lighting will be provided in order to provide an enhanced pedestrian experience.

As such, the proposed development and applications conform to the Whitchurch-Stouffville Official Plan.

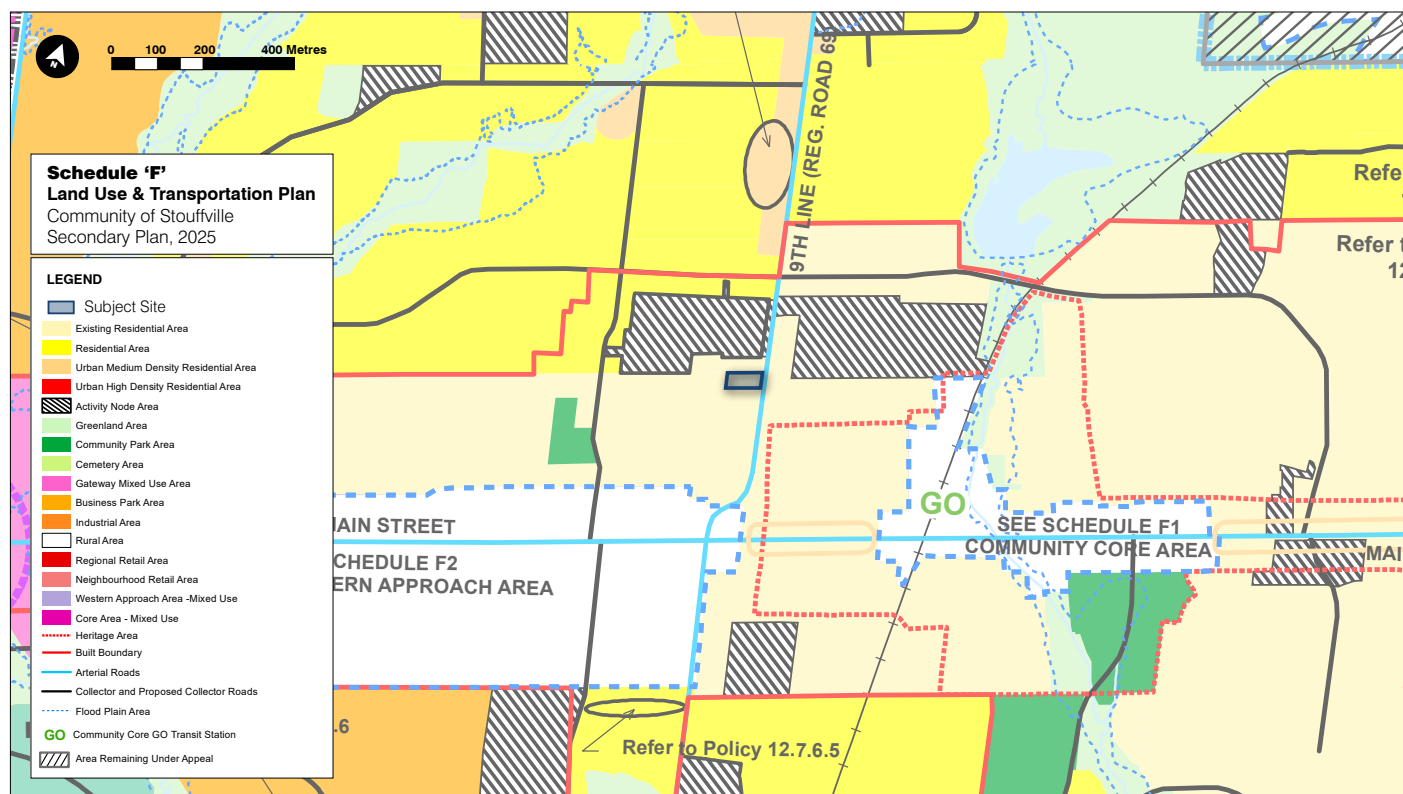
## 4.7 Community of Whitchurch-Stouffville Secondary Plan (2025)

The Community of Whitchurch-Stouffville Secondary Plan ("WSSP") is contained within the WSOP and provides policy language that establishes the principles, objectives and general policies and strategies concerning the community structure, character, natural environment, land use and transportation. According to Schedule F of the Community of Whitchurch-Stouffville Secondary Plan, the Subject Site is designated *Existing Residential Area* (Figure 15).

The WSSP provides direction on the community vision, principles and objectives of the community of Stouffville. The main direction includes maintaining its small town traditions, including being well designed with attractive streetscapes. It also intends to keep its small-town character by encouraging community form and design which provides opportunities that allow for pedestrian and vehicular access between different residential neighbourhoods and to provide housing forms and densities that are consistent with the character of the surrounding community. The Subject Site is situated within a residential neighbourhood that is comprised of predominantly single detached dwellings and also incorporates some low-rise apartment buildings. The proposed street townhouses will act as a buffer and appropriate transition to these uses, while maintaining the overall low-rise character of the neighbourhood.

Figure 15 **Community of Whitchurch-Stouffville Land Use & Transportation Plan, Schedule F**

TBG, 2025





Section 12.6 of the WSSP provides policy direction related to the overall servicing strategy for the Community of Stouffville. It intends to ensure that the developed area of the Community of Stouffville is serviced by municipal sanitary sewage collection, municipal water supply and storm drainage works. The Functional Servicing Report, prepared by Sabourin Kimble and Associates, confirms that all servicing will be municipal.

The WSSP also provides direction on the purpose and permitted uses of the *Existing Residential Area* designation, under Section 12.7.5. The purpose of the designation is to recognize existing residential neighbourhoods that include low-rise development and ensure that development is appropriately integrated in a manner that is generally compatible with the existing character and density. Permitted uses include low density and medium density uses, including townhouse dwellings. It also intends for development to be transit supportive, pedestrian scaled. The proposed development, consisting of 20 street townhouses, conforms with the permitted uses of the WSSP and meets urban design related goals. The proposed development is transit supportive, being within a 400 metre and 800 metre radius of existing public transportation stations for York Region Transit and the Stouffville GO Station. Further, the Subject Site has been designed to enhance the streetscape for pedestrians, notably by having units front onto Elm Road and Ninth Line.

The proposed development of the Subject Site conforms to the WSSP. The proposed development will maintain the low-rise character of the surrounding neighbourhood context, will be fully serviced by water and wastewater infrastructure and is transit oriented.

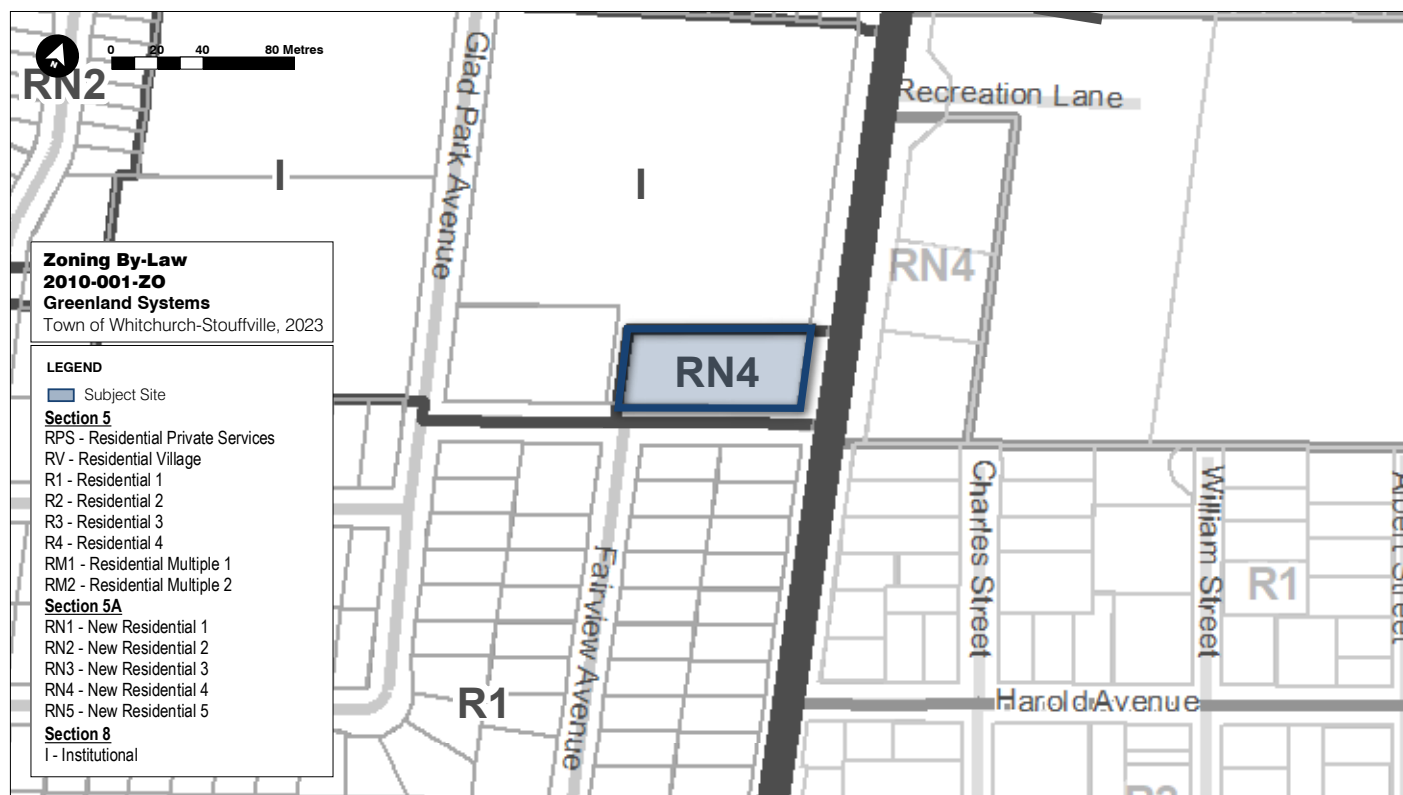
## 4.8 Comprehensive Zoning By-law 2010-001-ZO

According to the Comprehensive Zoning By-law 2010-001 ("ZBL 2010"), the Subject Site is zoned *New Residential Four (RN4)* (Figure 16). Permitted uses within the RN4 zone includes a range of low-density residential housing forms, including street townhouse dwellings. The definition of street townhouse dwelling per the By-law is: "a building vertically divided into three or more dwelling units by common walls extending from the base of the foundation to the roof. Each dwelling unit shall have a separate entrance directly to the outside, and shall be situated on a freehold lot." As such, the proposed built form qualifies as a street townhouse dwelling, while the units are rear loaded. The proposed built form is a permitted building type, per the By-law. Through several design exercises to optimize the built form, it was determined that a rear-loaded townhouse unit with reduced front and rear yards is suitable for the characteristics of the site and the configuration of Street A. Reducing the required front and rear yards, allows for townhouse units to be located on both the north and south sides of Street A. If the built form was required to provide large front and rear yards, the delivery of the public walkway to the north would be compromised and nearly half the number of units could be delivered. Additionally, incorporating larger yards would be an inefficient use of land, given the Subject Site is slated for infill intensification and whereas the Town's policies aim for accommodating higher density. While the proposed units do not include typical yards, amenity and outdoor space is delivered in the balconies of each unit. In addition, each unit comfortably provides for two parking spaces, in conformity with the required rate within the Town's By-law.

A Zoning By-law Amendment is required to seek an amendment for some of the performance standards associated with the RN4, including but not limited to the overall building heights, and yard setback requirements.

Figure 16 Town of Whitchurch Stouffville Zoning By-law 2010-001

TBG, 2025



## 4.9 Urban Design Justification

In consultation with Town staff, this section provides an analysis of the relevant urban design policies associated with the proposed development. Specifically, it addresses best practices for townhouse design and evaluates the compatibility of the proposed built form and elevations within the local context of Ninth Line and Elm Road.

The *Community of Stouffville Urban Design Guidelines* (“SUDG”), adopted in December 2002, establishes a unified direction for high-quality development. As shown in Figure 2 of the SUDG, the subject site is located within a “New Neighbourhood” area and is therefore subject to the Neighbourhood guidelines outlined in Section 1.2. This section emphasizes that New Neighbourhoods should be designed as distinct, village-like communities that retain Stouffville’s rural and pedestrian-oriented character while accommodating population growth.

Consistent with these objectives, the proposed development consists of 20 townhouse units that align with the prevailing residential character of the area, which includes predominantly single-detached homes and townhouses. The development integrates pedestrian-oriented features, including a proposed walkway along the northern edge of the site. This walkway will connect the Ninth Line sidewalk to the entrances of the townhouse blocks and to an existing path west of the site, thereby reinforcing a walkable, pedestrian-focused environment. Furthermore, the addition of 20 townhouses contributes to population growth in a manner consistent with the vision for New Neighbourhoods.

Section 5.3 of the SUDG outlines urban design direction for residential built forms, including the importance of high-quality development that reinforces the community’s small-town character.



Key design principles include supporting a safe, accessible, and attractive pedestrian environment; ensuring compatibility with surrounding buildings; and achieving strong, human-scaled architectural expression. The intent is to encourage future development that is distinctive, authentic, and offers a variety of architectural styles.

The proposed townhouse development responds directly to the guidelines in Section 5.3. The 20 street-oriented townhouses are compatible with the established low-rise residential fabric and support a high-quality public realm. Units along Elm Road and Ninth Line are oriented to face the public street, with attractive building façades that activate the pedestrian realm. The walkway connection between Ninth Line and the west end of the site contributes to a continuous off-street walkway system and enhances pedestrian movement. In addition, the building facade frames the intersection, while the necessary sight triangle is respected.

Street connectivity, as outlined in Section 5.3.3.8 of the SUDG, is intended to maximize access for both vehicles and pedestrians. A new municipal road is proposed through the development, providing vehicular access to all units and at the request of the Town, eliminating the need for driveways on Elm Road.

Residential built form guidelines under Section 5.3.4 encourage housing that fronts onto public streets and open spaces, a mix of dwelling types, and features such as covered front entrances. In keeping with these principles, all proposed townhouses face public streets and walkways, and the inclusion of covered entryways offers weather protection and contributes to the architectural quality and human scale of the development.

Townhouse-specific guidelines in Section 5.3.4.2 recommend minimum front yard setbacks of 4.5 metres, interior side yard setbacks of 1.2 metres, rear yard setbacks of 7.5 metres, and a minimum lot width of 6.0 metres.

While the proposed development seeks relief through a Zoning By-law Amendment for front and rear yard setbacks, the adjusted front yard setback of 1.8 metres improves pedestrian interaction with the street and enhances the public realm. The front yard reduction will create a pedestrian oriented walkway, which will facilitate “eyes on the street”. The reduced rear yard setback of 3.0 metres accommodates the proposed municipal right-of-way and ensures adequate vehicular access.

Section 5.3.4.5 of the SUDG provides design criteria for garages and driveways, including a minimum driveway width of 3.0 metres and a depth of 6.0 metres. The proposed driveways are 3.15 metres wide and meet the minimum depth requirement. Although the proposed garage width of 2.95 metres is slightly below the guideline standard, it is sufficient to accommodate the required parking space dimensions of 2.75 by 6.0 metres. The proposed materiality for the development will include a range of materials and a colour palette that will complement the existing architecture in the neighbourhood. The proposed townhouses will be built of concrete brick, ranging from dorset onyx, dorset shadow and dorset ashland. Accenting bricks will also enhance the visual appearance of the proposed units.

Overall, the proposed development has appropriate regard for the Community of Stouffville Urban Design Guidelines. It supports high-quality, compact development that is contextually sensitive, pedestrian-friendly, and consistent with both the policy intent and character of the surrounding neighbourhood.

In addition, the proposed development is consistent with other approved projects within the Town. In March 2024, MBTW prepared architectural design guidelines for the Blue Sky development area, which outline the urban design vision for lands that serve as an extension of the Community of Stouffville. These guidelines supported the approved Zoning By-law Amendment for the lands at 5731 Bethesda Road.



The proposed townhouse development closely aligns with the built form envisioned in the Bethesda project, which included rear-loaded townhouses accessed via a public laneway and featured reduced front and rear yard setbacks, as established under By-law 2024-079-ZO. The rear lane townhouses approved through that application had frontages of 6.1 metres, compared to the proposed frontages of 7.0 metres. Additionally, the street townhouses subject to By-law 2024-079-ZO were zoned RN4—the same zoning designation as the subject site. For further details, refer to By-law 2024-079-ZO.

Madori (Fieldgate Developments) has worked in collaboration with the Town of Whitchurch-Stouffville for over a decade to help identify and implement appropriate missing middle housing solutions that contribute to complete community building. Fieldgate is proud to continue this partnership through the delivery of a well-considered residential development that reflects both community objectives and current planning policy directions.

## **4.10 Supporting Documentation**

### **4.10.1 Functional Servicing Report**

A Functional Servicing Report, authored by Sabourin Kimble and Associates, has been prepared in support of the proposed Draft Plan of Subdivision and includes an investigation of the site grading, water supply, and storm and sanitary drainage, as well as detailed design for each service. The report summarizes that the proposed sanitary servicing will be conveyed to an existing sanitary sewer located on Fairview Avenue to the south, with an extension to be constructed along the proposed laneway to accommodate sanitary flows from the proposed development. The proposed water system will include a 150mm diameter watermain along the laneway. Storm flows from the subject site will be conveyed to the existing storm sewer located on Fairview Avenue to the south.

An extension of the storm sewer will be constructed along the proposed laneway to accommodate minor system flows from the laneway and collect rooftop drainage. The storm sewer does not have sufficient cover to accept foundation drainage by gravity; therefore, it is proposed that the townhouse units be equipped with sump pumps which will discharge to the storm sewer. For more information, please see the enclosed Report.

### **4.10.2 Hydrogeological Assessment**

A Hydrogeological Assessment was prepared by Grounded Engineering. Two boreholes were advanced on March 17, 2023 and a monitoring well was installed in one of the boreholes. The report concludes that no specialized hydrogeological features were noted on site and the monitoring wells show that seasonally high-water levels were reached in April 2023, and seasonally low water levels reached in August 2023. The proposed basements of the development will all be completed within the fill and low permeability glacial till and above the maximum anticipated groundwater level. For more information, please see the enclosed Assessment.

### **4.10.3 Noise Impact Study**

A Noise Report was prepared by J.E. Coulter Associates Ltd for the proposed development of the Subject Site. The report identifies that there are no stationary noise sources, nor vibration sources that have the potential to affect the future development. As a result, the noise study focuses on potential transportation noise impacts. The report concludes that noise control measures in the form of ventilation upgrades and slightly upgraded facade elements are recommended. Overall, the transportation noise study demonstrates that the proposed development meets the applicable MECP guidelines and there are no major noise issues that would provide challenging to address at later stages of the design.



#### **4.10.4 Transportation Impact Study**

Aecom prepared a Transportation Impact Study in support of the proposed development. The report evaluates the expected trip generation based on the proposed development concept. It was determined that during the AM peak site will generate a total of 5 trips, with 1 inbound and 4 outbound trips. During the PM peak hour, the site will generate a total of 8 trips, with 5 inbound and 3 outbound trips.

The report also studies the proposed right-in/right-out access onto Ninth Line and concludes that its location as far away from the Ninth Line and Elm Road intersection as possible is acceptable. Sightlines are also analyzed and found to be suitable. In addition, the AutoTurn analysis showed that waste collection and emergency vehicles can access and egress the site from both access point without issue, and the driveway widths and curb radii are adequate for accommodating the design vehicle. A functional design plan is enclosed, which demonstrates locations for traffic signage. For more information, please see the enclosed Study.

#### **4.10.5 Arborist Report**

An Arborist Report was prepared by Cosburn Giberson Landscape Architects in support of the proposed development. The report was prepared to provide site specific recommendations for tree protection and arboricultural maintenance within the context of future site development. The report concludes that to facilitate the development of the concept plan as proposed, a total of twelve trees would need to be removed. The removal includes the removal of three Regional Boulevard trees. It is estimated that the total tree compensation value is \$11,818.43, to be confirmed by municipal staff. The required Tree Protection Zone Barrier details are also provided for within the accompanying Tree Preservation Plan, Notes and Details. For more information, please see the enclosed Arborist Report.

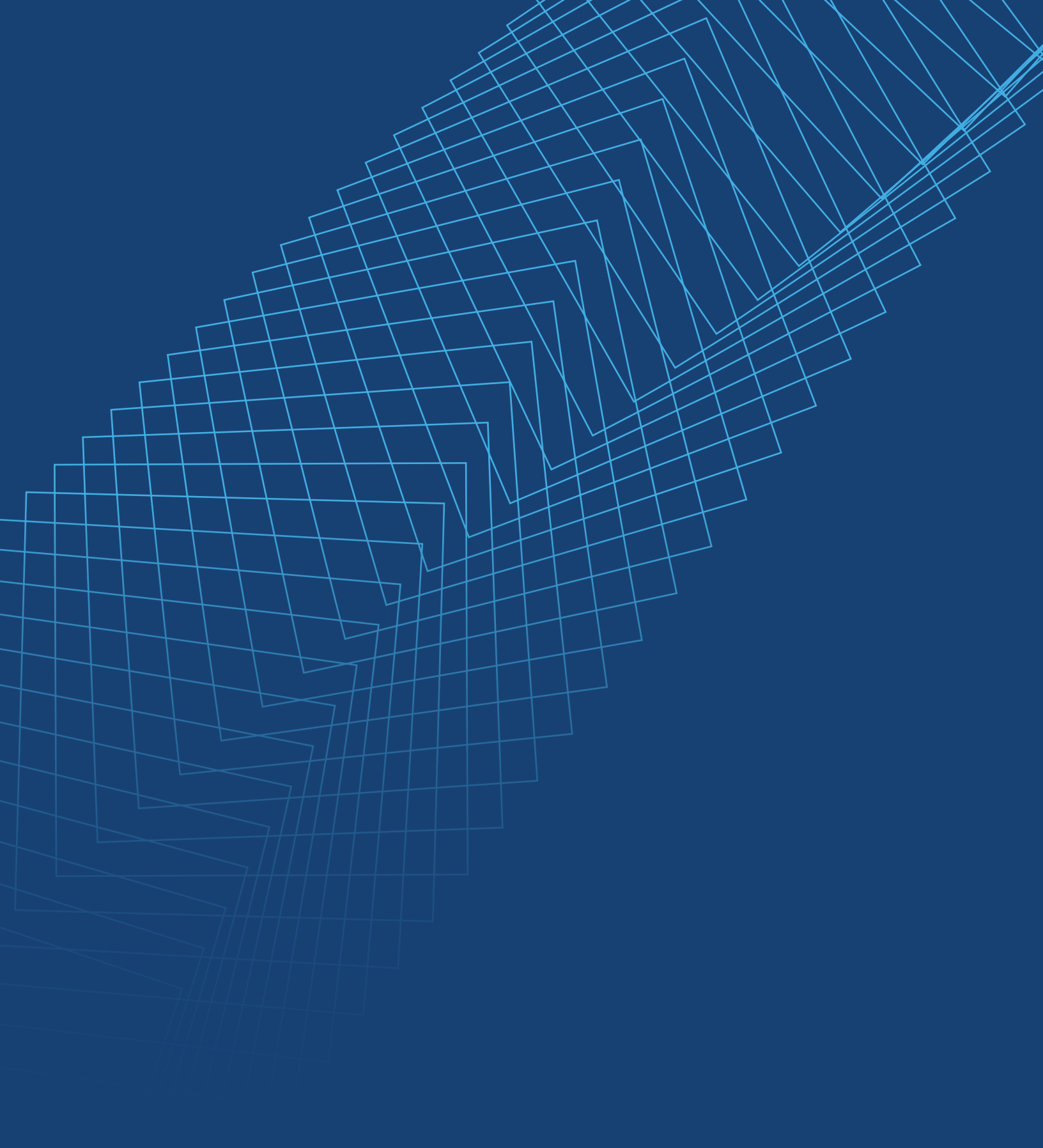
## 8. CONCLUSIONS





The purpose of this Planning Rationale Report is to provide planning justification for the proposed Zoning By-law Amendment to the Town of Whitchurch Stouffville's Zoning By-law 2010-001 as well as division of the lands proposed via the proposed Draft Plan of Subdivision.

The proposed development of the Subject Site contains three residential blocks, consisting of a total of 20 townhouse units. These blocks are zoned as New Residential Four (RN4), which permit townhouse uses. A zoning by-law amendment is required to amend specific performance standards associated with the RN4 zone, including but not limited to the overall building height, and proposed structure setbacks. The proposed development is consistent with the Provincial Planning Statement, conforms to the York Region Official Plan, the new Stouffville Official Plan (2024), the February 2025 consolidated copy of the in-effect Whitchurch-Stouffville Official Plan and the Community of Whitchurch-Stouffville Secondary Plan. Accordingly, it is TBG's professional opinion that the Draft Plan of Subdivision and amendments to the Zoning By-law, as proposed, represent good planning and are appropriate for approval.



**Toronto Office**

2472 Kignston Road  
City of Toronto, ON M1N 1V3

**Hamilton Office**

21 King Street W, Suite 1502  
City of Hamilton, ON L8P 4W7

**[thebiglierigroup.com](http://thebiglierigroup.com)**

[tbg@thebiglierigroup.com](mailto:tbg@thebiglierigroup.com)  
T (416) 693-9155

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